

**MINUTES OF A REGULAR MEETING OF THE PRINCETON AIRPORT ADVISORY BOARD  
HELD ON MAY 9, 2011, AT 5:30 P.M., AT THE AIRPORT A/D BUILDING**

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**CALL TO ORDER**

The Chair, Gene Stoeckel, called the meeting to order at 5:30 P.M. Other members present included Joe Glenn, Jack Edmonds, Duane Kruse and Jeff Dotseth. Others present: Airport Engineer Joel Dresel, City Administrator/Airport Manager Mark Karnowski, Sherburne County Commissioner Rachel Leonard, Larry Handshoe (Baldwin Township), Richard Anderson and Sharon Sandberg. Jim Ferlaak, Bob Polgreen

**AGENDA ADDITIONS/DELETIONS:** Discussion with Bob Polgreen regarding plans to erect a new hangar was added under new business.

**APPROVAL OF MINUTES**

DOTSETH MOVED TO ADOPT THE MINUTES OF THE MARCH 7, 2011 MEETING AS PRESENTED. THE MOTION WAS SECONDED BY EDMONDS. THE MOTION PASSED UNANIMOUSLY.

**OLD BUSINESS:**

**A. Through The Fence Update**

The AAB reviewed a memo from staff regarding a letter from the FAA dealing with residential through the fence operations TTFO. It included information indicating that the FAA's draft policy regarding commercial TTFO that appeared to support that concept.

Dresel advised that the FAA representative who said the FAA didn't have an issue with commercial TTFO had been transferred to another position. So Dresel isn't sure how to now get confirmation on the FAA's position.

Jim Ferlaak advised that he recently had a conversation with the local FAA official (Gordon Nelson) who told him that the FAA was backing off restrictions on commercial TTFO.

Dotseth asked that Dresel check with Nelson and put it back on the agenda for June. Dresel indicated he's email Nelson.

**NEW BUSINESS:**

**A. Committee for Airport Improvement Discussion**

The AAB was advised that Jim Ferlaak approached staff and suggested that he would volunteer to serve on a group whose focus was identifying and prioritizing airport improvements where the AAB's charge was more universal.

The board seemed reluctant to either form an ad hoc group or sub-committee and felt those tasks were under the purview of the entire board.

That conversation evolved into a larger discussion about the projects already listed on the Capital Improvement Plan (CIP). It was noted that Princeton currently has about \$233,000 in our FAA account and, according to Dresel, there are rumors that some additional funding may soon be authorized by Congress. Dresel said the U.S. Senate version reverts back to the old 90-10 split while the House version retains the 95-5 split...but both have lower funding levels. Dresel said that if additional funding became available, it would be critical that our CIP project be ready to go. Therefore, he suggested that plans and specs be prepared for the larger apron, taxiway and ramp project.

Dresel noted that at least \$500,000 would be necessary for a grind and overlay of the apron and taxi areas.

There was still a desire on the part of some of those present to upgrade the taxi-lanes in front of the hangars. Dresel noted that the feds normally only pay for a 20' width and the rest is normally assessed.

Ferlaak noted that the fencing on the north side of the airport is in dire need of repair and volunteered to help fix it. He indicated that, if the city would help defray the costs of the lumber he'd either supply the labor or get the E.A.A. to help. Joe Glenn indicated he'd help and, if there were no city funds available, would donate the materials. It was agreed to have a work day on the fence at 8 AM on Saturday, June 21<sup>st</sup>.

The group requested that city staff see if crack and/or pothole filling on the taxi-lanes is possible under the current city budget. Karnowski will check with the Public Works Director.

DOTSETH MOVED TO HAVE THE ENGINEER PREPARE THE NECESSARY DOCUMENTS SO IF ADDITIONAL FEDERAL FUNDS BECOME AVAILABLE THAT IT CAN GO TO THE CITY COUNCIL AS SOON AS POSSIBLE. THE MOTION WAS SECONDED BY EDMONDS. THE MOTION PASSED UNANIMOUSLY.

### **B. Expansion of Hangar Area**

Karnowski advised that the city had recently purchased a parcel of property to the east of the old hangar area for use primarily as right-of-way for the future extension of 21<sup>st</sup> Avenue. The parcel purchased included an outlot that would fit nicely on the southeast corner of the hangar area and would square off the area adjacent to the un-built lots 9 & 10. Karnowski suggested that the city could either include the price of the outlot in the CIP and see if the FAA would pay 95% of the value to add it to the airport or the city might use it as trade fodder for solving the in-line packaging issue.

Richard Anderson re-stated his earlier objection to the extension of 21<sup>st</sup> avenue through the crosswind runway clear zone and recommended that the board reject the suggestion. He went on to suggest that extra hangars could be built east of the new T-hangars.

Dresel noted that the area suggested by Anderson was wetlands and unbuildable.

Dobson suggested that the land stay with the city – rather than the airport – until it was known how the FAA would respond.

DOTSETH MOVED TO TABLE THE PROPOSAL INDEFINITELY. THE MOTION WAS SECONDED BY EDMONDS. THE MOTION PASSED UNANIMOUSLY.

### **C. Steinbrecher/Polgreen Hangar Discussion**

Bob Polgreen who, with Shane Steinbrecher, wants to lease the two most southeasterly hangar lots (sellable lots 9 & 10) in the old hangar area and build one large hangar in two phases. He noted that the proximity of the eastern airport property line creates some problems along with the location of some forcemain sewer and water lines. He said that the decision to table the attachment of the outlot to the airport appeared to sink their plan. They propose to initially build a smaller hangar on lot 9 and then, when the airport hangar area is expanded, build and attach a second building to be used as a flying club.

Because of the AAB's inaction, he indicated he's not sure how now to proceed.

**E.A.A. REPORT:** nothing new to report.

**MANAGERS REPORT:**

**Fuel Sales** – Karnowski said he would continue to email out the monthly sales figures when they were available.

**MISCELLANEOUS:** Ferlaak said that he had some concerns about pilots using power parachuts in the airport area. He noted that they don't normally have a radio and so they don't know if a plane is coming in for a landing. Dresel noted they have the same problem in Brainerd. He'll check with them to see how they've reacted.

**ADJOURNMENT:**

EDMONDS MOVED TO ADJOURN. THE MOTION WAS SECONDED BY GLENN. MOTION CARRIED UNANIMOUSLY. THE MEETING ADJOURNED AT 8:04 PM.

Respectfully Submitted,

Mark Karnowski,  
City Admin/Airport Mgr.

ATTEST:

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Gene Stoeckel, Chair